

**DC Metroplex BWI Community Roundtable - Suggested environment, health and community-related impacts orientation for members of the Maryland Aviation Commission per the mandate of SB162**

---

**Public Comments on the personal effects of BWI-Marshall-generated Noise Pollution.**

The following excerpts are from the approved BWI Roundtable meeting minutes from April 18, 2017 through July 18, 2017 and are generally representative of the comments made by members of the public in those and subsequent meetings. Since no flight path changes have been implemented in the BWI-Marshall region since the dates of these meetings, it can be assumed that these comments continue to reflect public sentiment.

*Public Comment Attendees in the audience were given the opportunity to voice their concerns and offer their views. The Chair (Mr. Lance Brasher) requested that they provided their name and the location of their community. The following statements came from residents:*

**Kimberly Gust of Arnold.** While she is not in the vicinity of the airport, the airspace changes have negatively impacted her quality of life. Planes are flying over her property at early hours of the morning and in close succession to one another. She does not consider the details in the newspaper articles or meeting minutes to accurately reflect the impacts to communities as far away as hers. She believes 3 returning planes begin their descent too far from the airport, treating the Magothy River like “an interstate highway for Boeings.”

**Doug Brown of Crownsville (Herald Harbor).** He does not believe the flight path changes are saving fuel, since planes still fly over the communities in arcs, make many turns, and not in straight lines. He suggested increasing the altitude of overhead flights, ceasing U-turns over the Severn River, and moving the preferred flight path over I-97. While the occurrence of planes flying overhead is not constant, the abnormally low planes and regular U-turns are an issue.

**Suzzie Schuyler of Linthicum,** President, Linthicum-Shipley Improvement Association. There are two main problems: 1) low-flying planes cause jet fuel sheens across water ways and pools, and 2) low flights are causing old trees to be taken down because the airport says that they are obstructions. The noise levels have gotten worse, and we suggest noise walls to replace the natural buffers we’ve already lost. Upon being questioned, Ms. Sample and Mr. Shank of MAA both confirmed no work is being done at BWI that would cause a change to traffic patterns.

**Laura Donovan of Ferndale/Linthicum.** She has a problem with helicopters flying around her property. The noise is not as much of an issue as the pressure produced. She suggested a homeowners' bill of rights to protect homes and properties. She mentioned the impact of nail pops in her home. She strongly supports reverting back to old flight paths.

**Mark Peterson of Meadowridge Landing in Elkridge.** His subdivision of 300 homes is not shown on the maps of affected communities, even though flights come over his home late at night and early morning. He witnessed flights as late as 1 a.m. in the morning and as early as 5 a.m. in the morning. Planes typically fly overhead within minutes of one another; "the constant noise never stops." He believes it is now impossible to live in or sell his home. He mentioned the repercussions that would likely occur if he, a private citizen, were to make the same type of disturbance. His community has more restrictive noise ordinances than the noise from the aircraft. He experienced 22 years without bothersome noise; NextGen caused the problem and he would like planes to revert to former flight paths.

**Jimmy Pleasant of Ellicott City.** In April of 2016, planes were rerouted after a noise study done about a half-mile from his house. Individual run over levels were hitting between 70-90 decibels. He counted over 200 planes over his house the day following Thanksgiving. One day he counted 8 planes, full throttle, in ten minutes, and believes it would be impossible to sell his home. His concern extends to public health impacts from the low-flying planes. He suggested a solution could be to stop flying over populated areas. This could be done by having the government buy everyone's home, clear the land, and turn it into woods. Another solution for BWI would be to move the Southwest hub. He has been in his home for 18 years, and the noise was never as bad as it is now. TJ Wieber of Millersville. He thanked the Roundtable for their assistance and support. He's been in his home for 17 years; since 2015, he's witnessed planes coming in much more frequently (late at night, up until 1 a.m.; early in the morning, beginning at 6 a.m.; every few minutes in succession) and much lower. There are cracks in the ceiling and drywall since the changes took place, which impacts the value of his home. He can hear the planes over his lawnmower. He suggested planes be directed to fly at higher altitudes, around 1,000 feet higher.

**Vicki McMillan, Hanover, MD (Harmans Woods)**— Ms. McMillan stated that she bought her home 6 months ago, and did her due diligence prior to purchasing the home. She did not notice airplane noise prior to moving in, but now it has been difficult. It has impacted her economic well-being and health. She requested that policy makers think about her economic situation.

**Ronald McMillan, Hanover, MD (Harmans Woods)**— Mr. McMillan reiterated what his wife stated and noted that they bought their home after performing their due diligence and made the decision for his wife's health. He stated that since December 2016 and February/March 2017, flight patterns have changed dramatically. The evening of the meeting between 5-6pm, 14 planes flew over their neighborhood. He noted that a common justification for Metroplex procedures is that they save fuel, but because fuel costs have been going down, the corporations are getting even greater benefit at the expense of the community.

**Austin Holley, Shipley's Choice, Millersville MD** – Mr. Holley stated that the noise was so loud at his home that his 6-year old son doesn't want to play outside. He noted that in 2014 he spent a lot of time at home recovering from surgery and was outside a lot, and did not have the noise problem then. He can't play with his son outside because the noise is so loud. He mentioned aircraft from British Airways, Atlas and FedEx, and noted that arrivals are the problem in his neighborhood. He played a recorded audio of multiple arriving aircraft flying over his house on April 17th of this year.

**Robert Baldree, Parkwest, Glen Burnie, MD** – Mr. Baldree expressed concern that the aircraft are coming every 10 – 30 seconds, and that going inside does not provide any relief because the noise is just as loud inside. The planes start as early as 5am and continue until 11pm and it disrupts sleep.

**Christina Hoffman, Severn, MD** – Ms. Hoffman stated that she has been living in Severn since 1992, and that aircraft used to fly overhead only once in a while. Now she can hear arrivals every 30 seconds to 2 minutes. She measured the sound outside her home at 80 dB. She also noted that this situation is causing anxiety, and the noise is just as bad at her place of work in Columbia MD. In addition, she stated her concerns that the aircraft were flying at very low altitudes.

**Chilton Hoffman, Severn, MD** – Mr. Hoffman reiterated what his wife Christina stated, and noted that his neighborhood used to be a nice place to live until the flight paths changed and destroyed the neighborhood.

**Drew Breittholz, Severna Park, MD (Swan Point)** – Mr. Breittholz stated that he gets aircraft flying overhead every 30 seconds to 1 minute. He also noted that there are many other people that are affected that couldn't attend the meeting. He stated that FAA should realize that for every person in here (at the meeting) there were many more neighbors, 40 to 50, that could not make it. He stated that when he moved in Runways 10-28 was closed so he wasn't aware of the noise problem, but now it is worse. He expressed concern about the flights at night, and stated that the noise measures between 80-90 dB in his home even with new windows. He expressed concern over the timeline to get some fixes from FAA.

**Nagarajan Pattabiraman, Oxford Square, Hanover, MD** – They moved to Oxford Square when Runway 10-28 was closed. He expressed concern over the noise, the night flights, and the altitude. A new middle school is open and elementary school is still under construction (Open in fall). The children will be impacted by this noise. Flights are running throughout the night and the noise wakes us up out of our sleep. Has a phone app that measures 80 to 90 dB. Some modifications can be done to help. He stated that two years is too long to wait for changes.

**Debbie Wellons, Linthicum, MD** – Ms. Wellons stated that she used to live in Severn and then moved to Linthicum specifically to avoid aircraft noise, because at the time the flight paths were not overhead. She expressed concern that economic impact to community members, especially those that bought homes before NextGen was in place. Ms. Wellons stated that the low altitude was part of the problem and urged the FAA and the roundtable to consider addressing the altitude. She mentioned that she did not

know about the meeting until she heard about it on the news and said she didn't think the Roundtable's meetings had been publicized enough.

**D.W. Chan, Crofton, MD**— Mr. Chan stated he was the president of his homeowners association and is representing many of his neighbors. Has lived in his neighborhood 10-12 years and has not had a noise problem until recently, but now flights start as early as 6 am. He asked if there was any chance that post Metroplex implementation could cause the abrupt change?

**Ms. Gail Sigel, Hanover** — Ms. Sigel stated that she agrees with the altitude statements from the Roundtable members that planes are lower. She asked if the graphs averaging distance or a snapshot. Mr. McGuire confirmed it's a snapshot at 5, 10, and 20 nautical miles. Ms. Sigel said she has noticed the planes are lower and asked for a snapshot closer in to the airport and at each mile (1, 2, 3, etc.). November 14, 2017 10 Mr. Brasher asked everyone who thinks flight altitudes are lower to raise their hands, and most of individuals in the public seating public did raise their hands. Mr. Brasher commented that it cannot just be that everyone is wrong.

**Ron Pusloski, Elmhurst** — Mr. Pusloski stated that he knows FAA is trying to help clean up the mess. In the month of May, there were 10,000+ flights with east departures. Twelve of 22 days we were underneath 90% of flights taking off, averaging 690 flights per day for those 12 days. That's 36 flights an hour during operating hours, or one flight every 1.56 minutes on average. Mr. Pusloski stated that he has been told aircraft are flying between 600-700 feet at 1 NM; they are lower and louder because they have higher load factors (planes are fuller) and need to use more thrust. He noted that there are more houses on the market in his community now than any time in the last 15 years. The values are lower, and homes are sitting on the market longer. Mr. Pusloski stated that his health has deteriorated. It's depriving people of sleep. He did due diligence before buying his home, and first got involved with the airport issues in 1988 with the 1 DME turn. The final straw was when his grandchildren said they don't want to come to his house to play or sleep over because the planes are too loud. He would like to go back and address hours of operation too. The latest planes that took off used to be 11pm, and only a few. He suggested that BWI consider stopping the flights between 10pm – 6am. He put up with Stage 2 aircraft, but this noise is worse and the communities need help. His home is right at the 1 DME, and off the RWY 15R. He suggested getting a tax on every passenger flying out of BWI to fund mitigation measures. There is no money coming from the federal government for these programs. We recognize the economic benefits for the region, but we're suffering all of the impacts. He stated that his home is not in the noise zone because the models do not accurately reflect noise on the ground.

**Ms. Alice Cain, Annapolis.** Ms. Cain stated that her house is 25 miles from BWI, and she wishes she did not live there anymore because of daily disruptions from flights. She said it is still not clear what the problem was that NextGen was trying to solve, as she did not see evidence of safety problems or crashes. FAA took shortcuts for implementation, and they need to go back and do it right. They need to go back to the old system until they follow proper protocols. Mr. Brasher stated that this was in line with the Roundtable's original resolution to FAA.